

FIG. 1 (prior art)

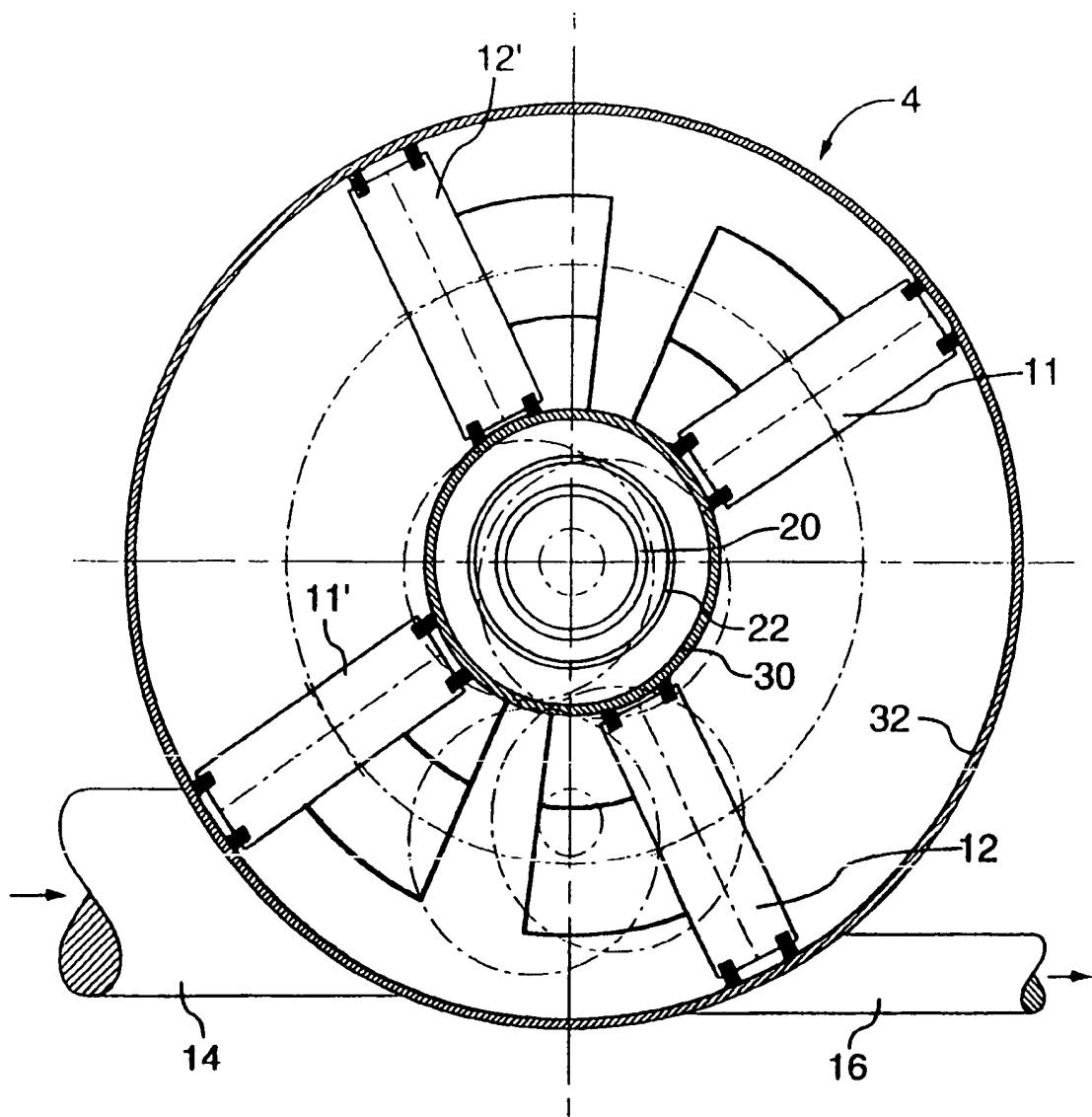


FIG.2 (prior art)

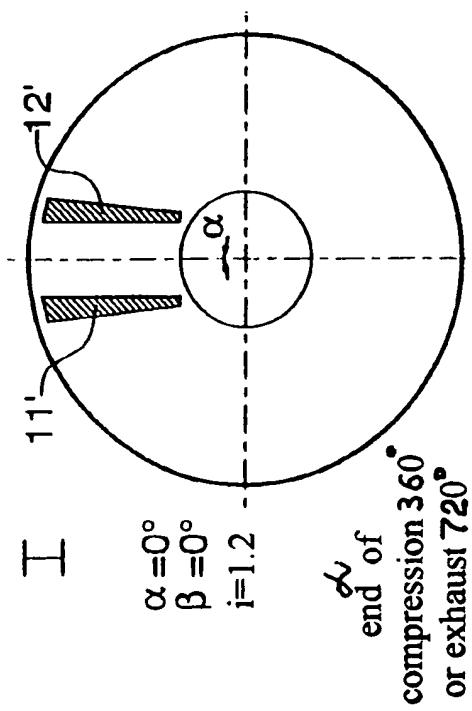


FIG. 3 (prior art)

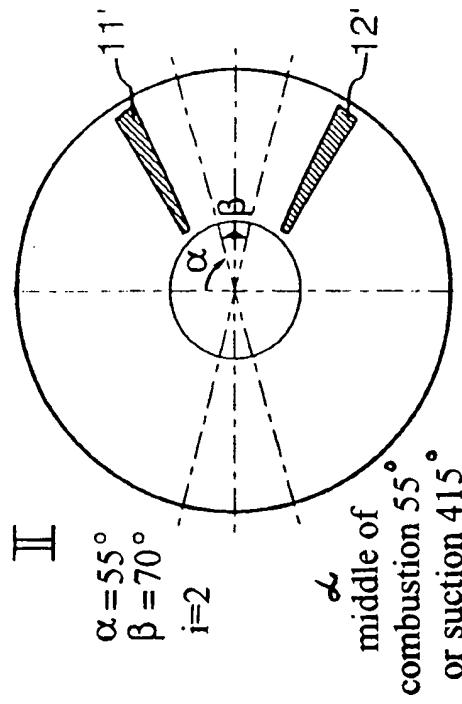


FIG. 4 (prior art)

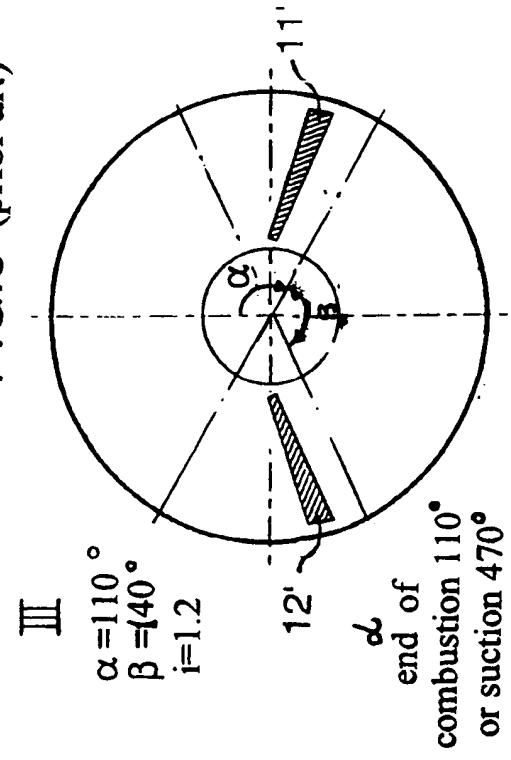


FIG. 5 (prior art)

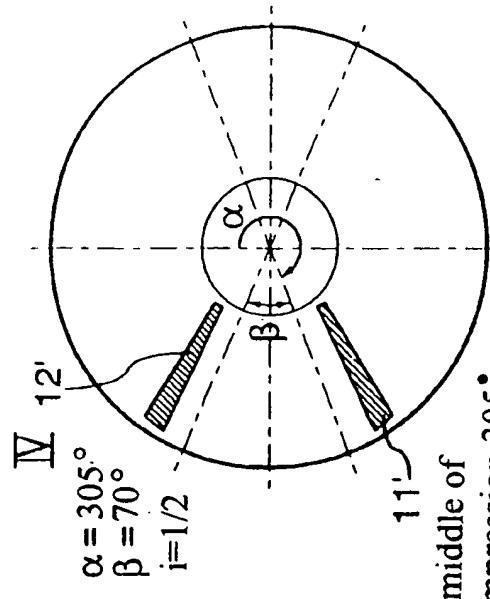


FIG. 6 (prior art)

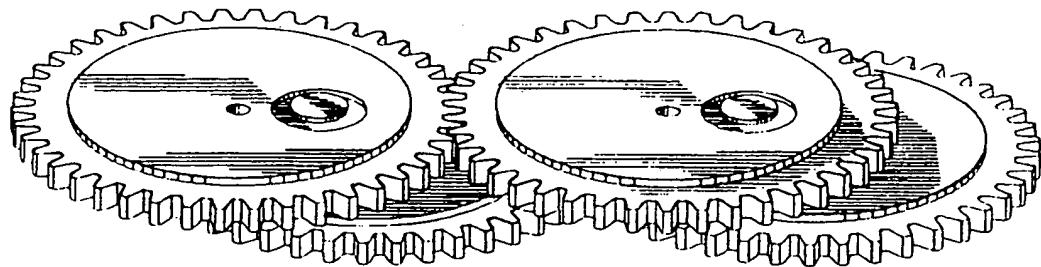


FIG.7 (prior art)

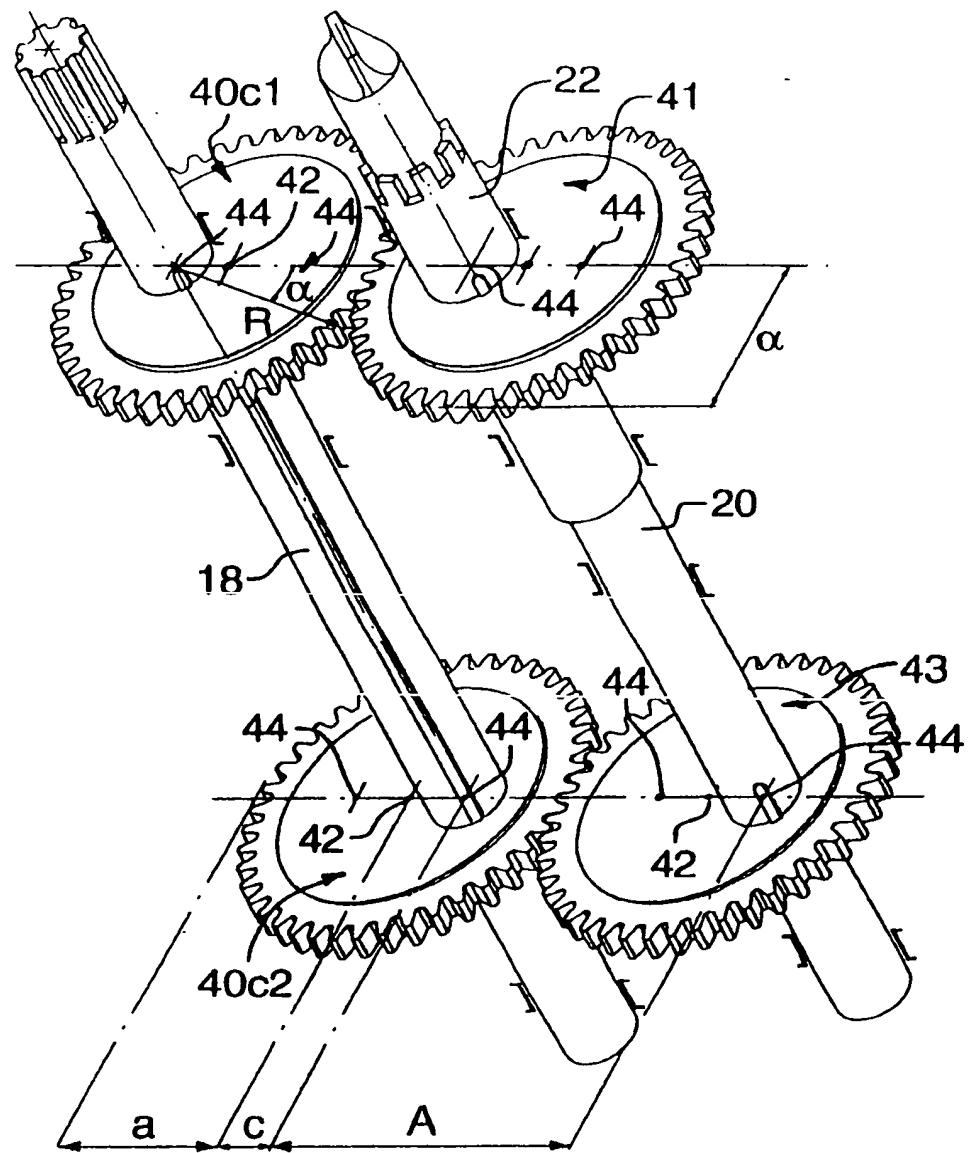


FIG. 8 (prior art)

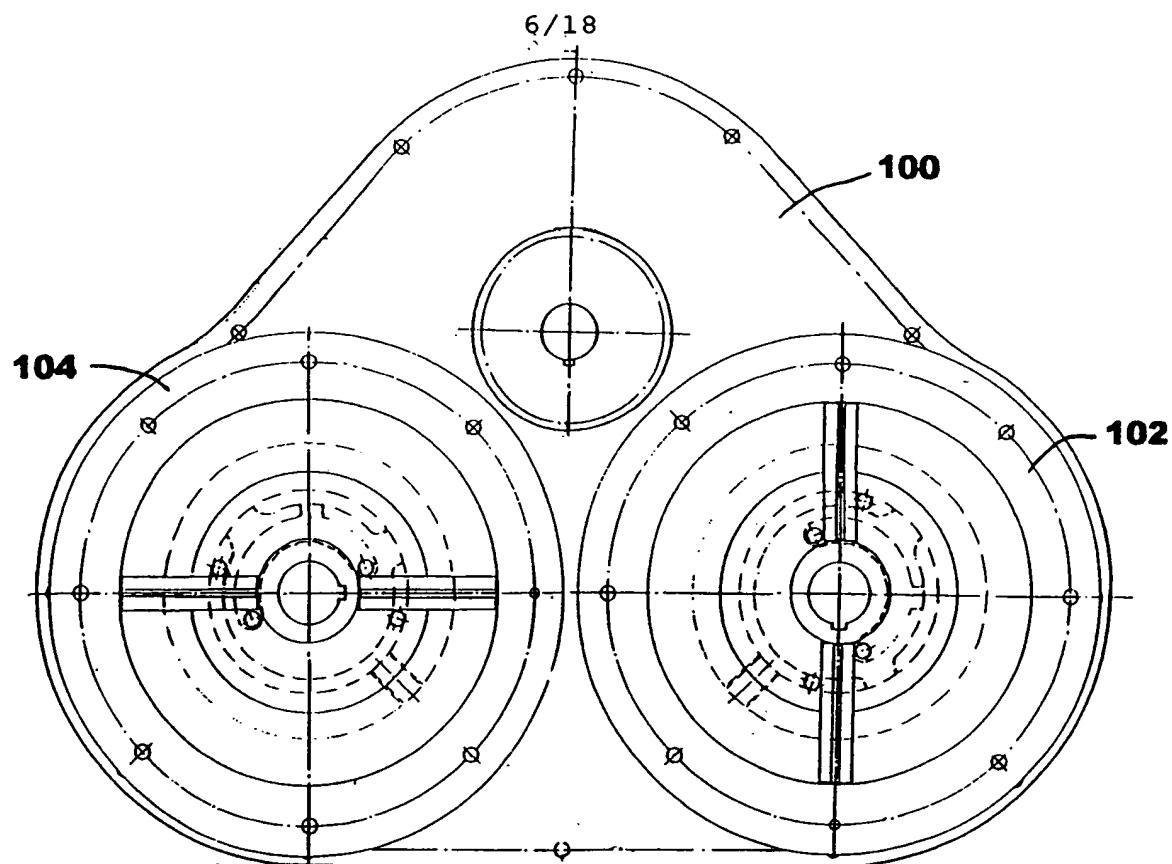


Fig. 9

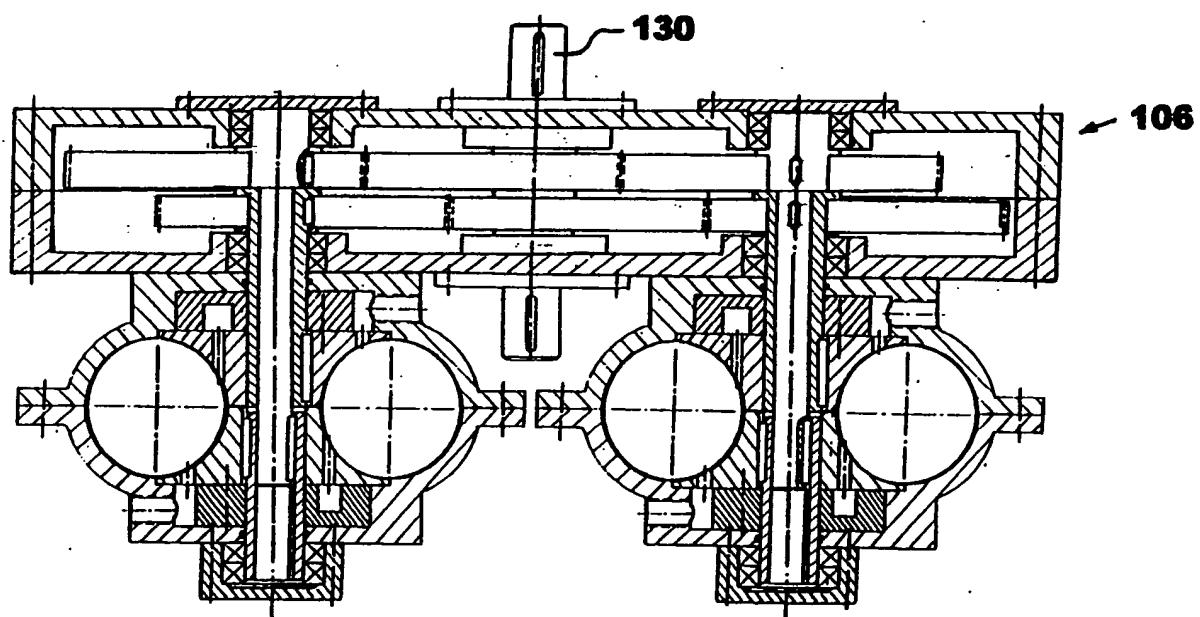


Fig. 10

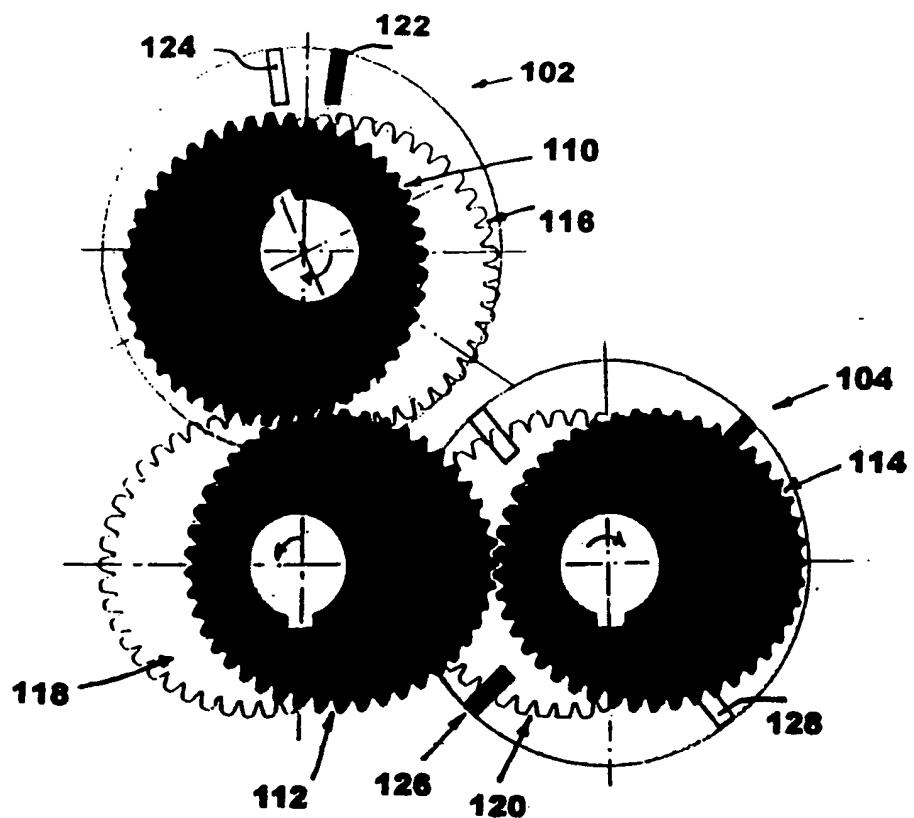


Fig. 11

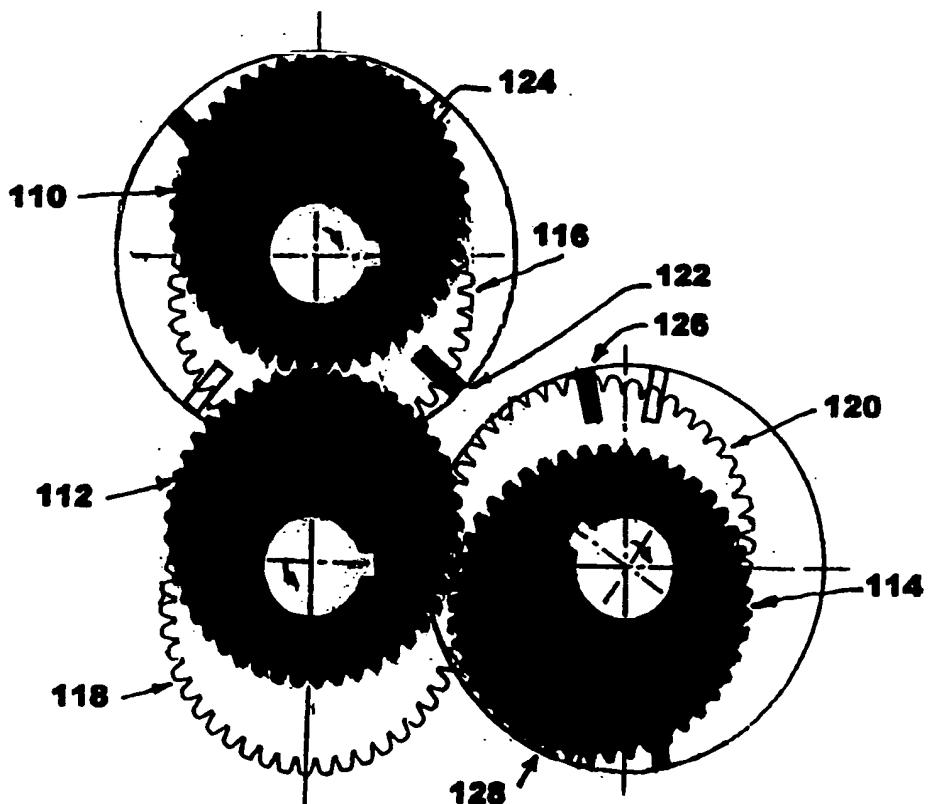


Fig. 12

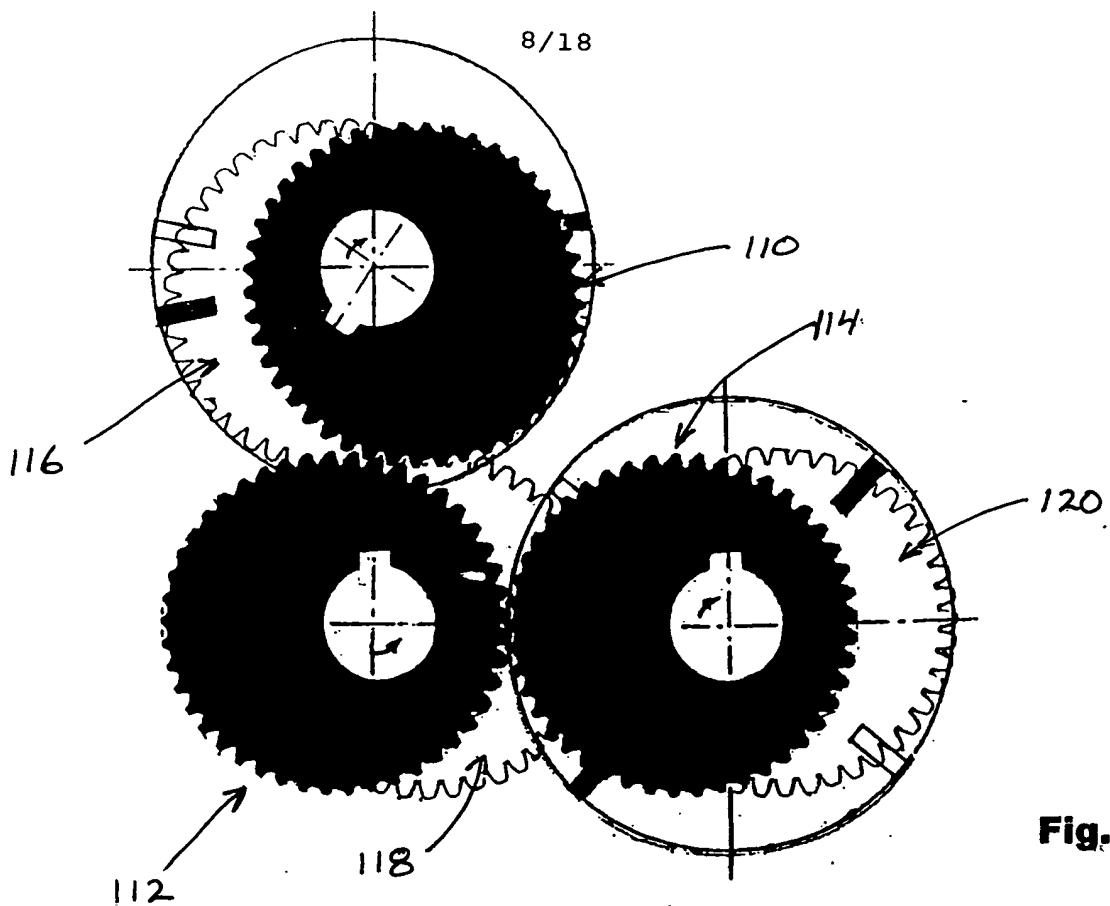


Fig. 13

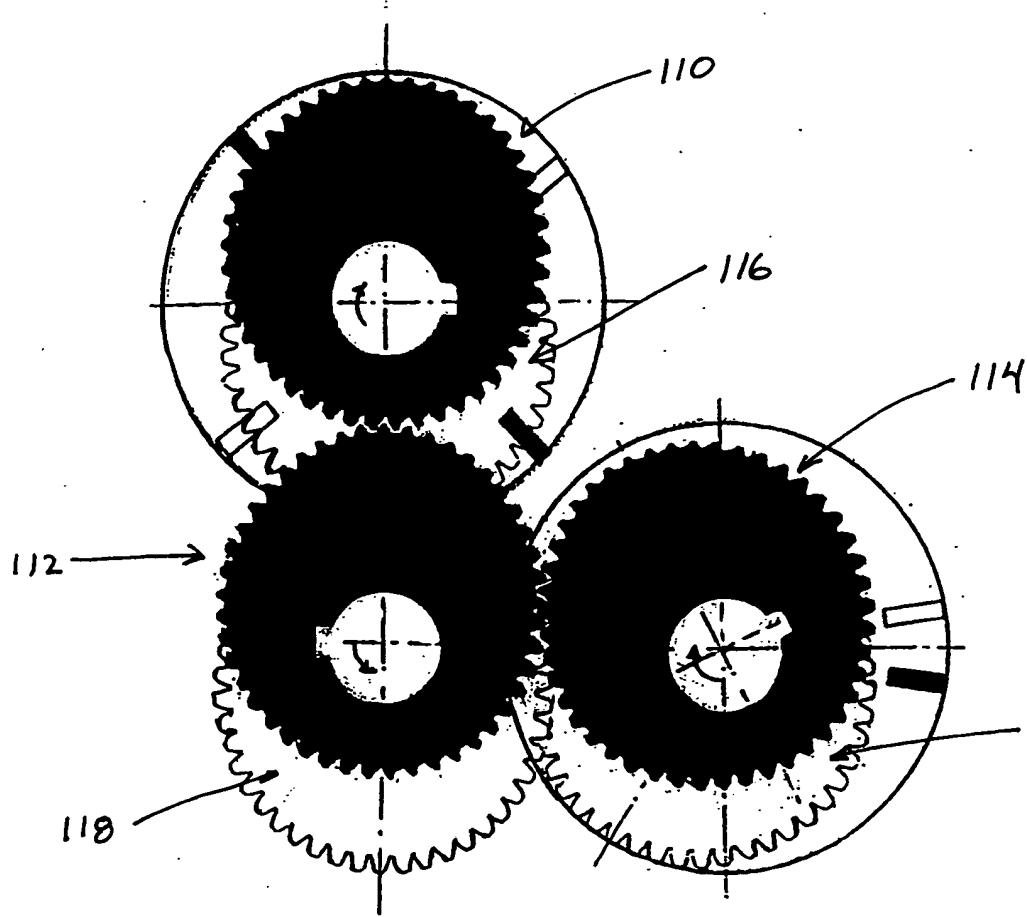


Fig. 14

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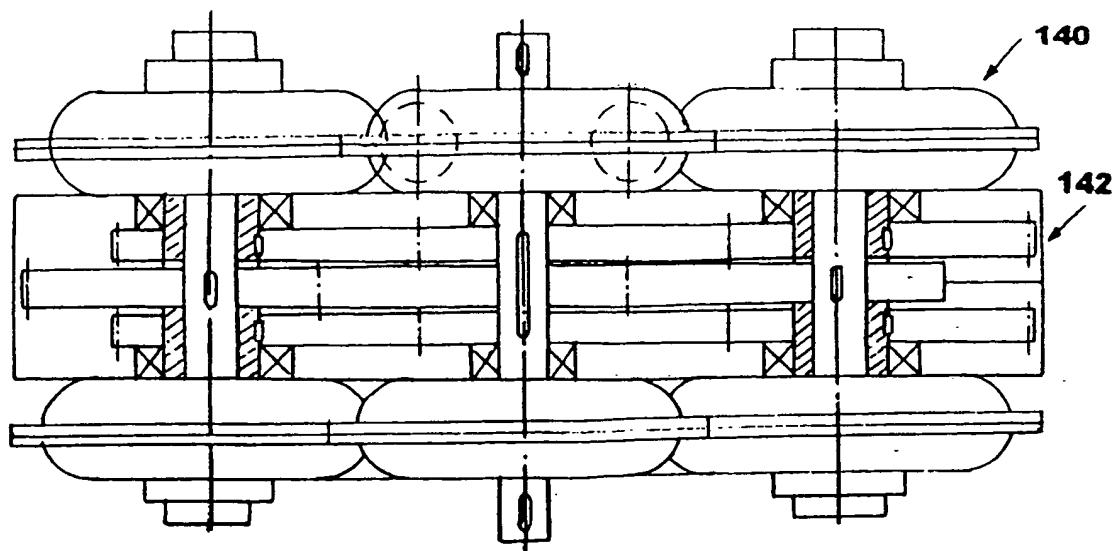


Fig. 15

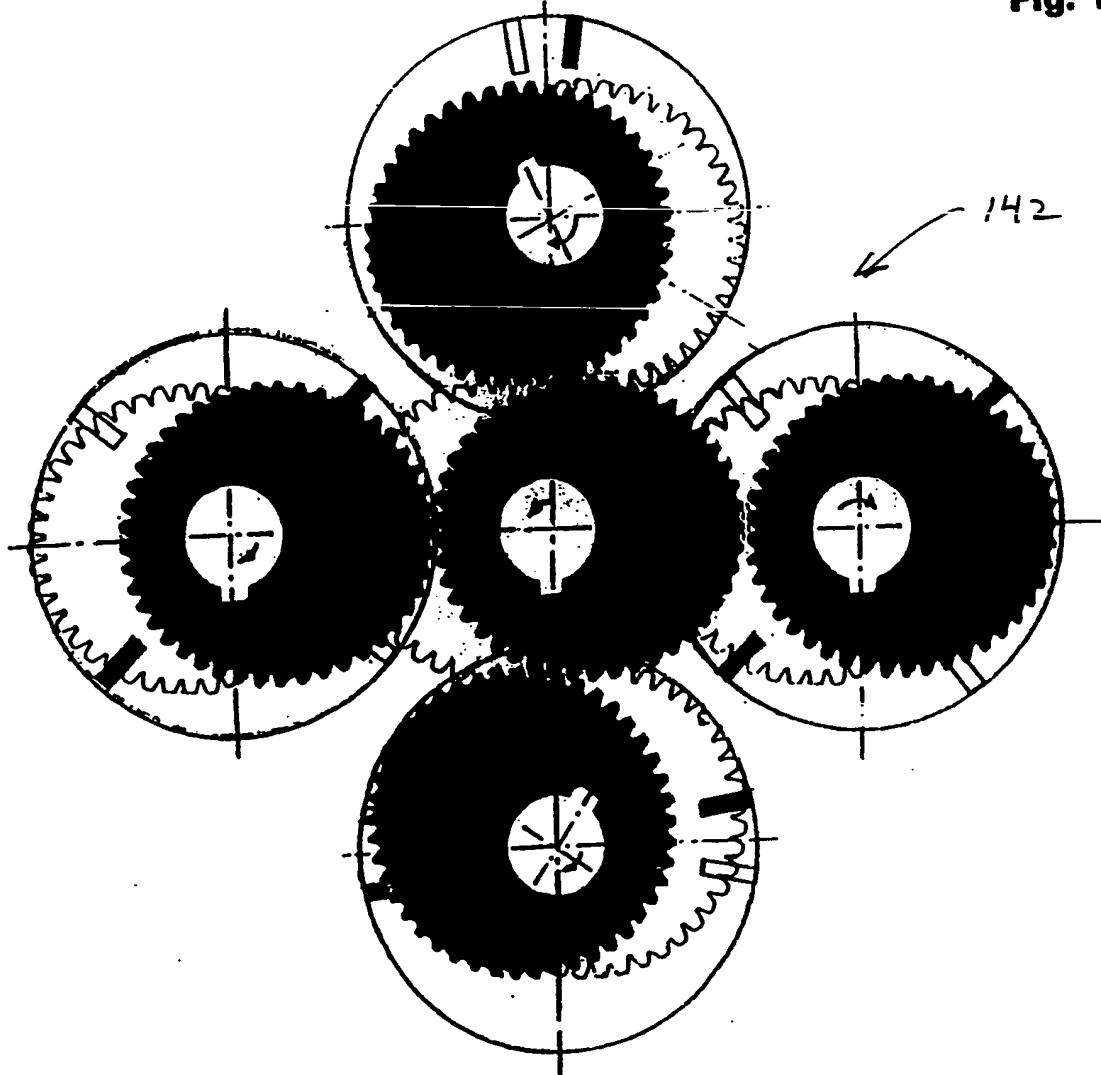


Fig. 16

BEST AVAILABLE COPY

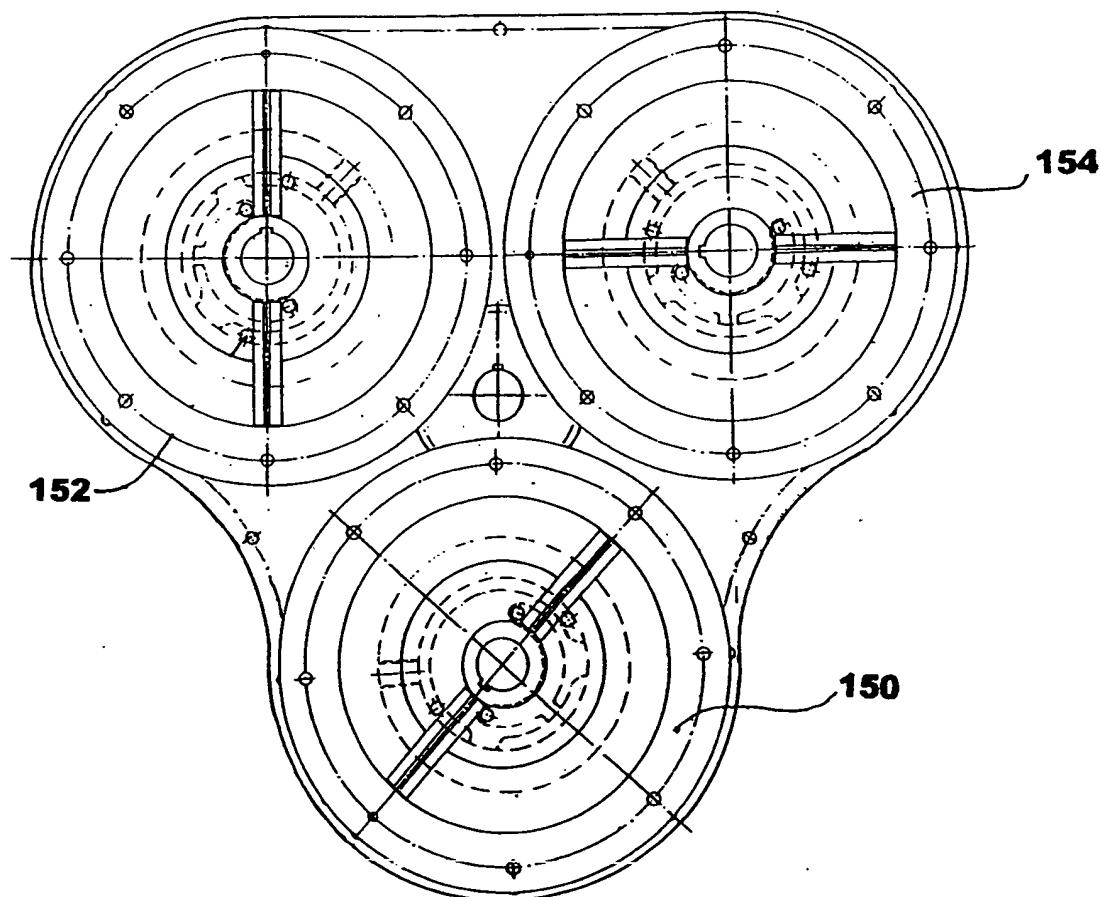


Fig. 17

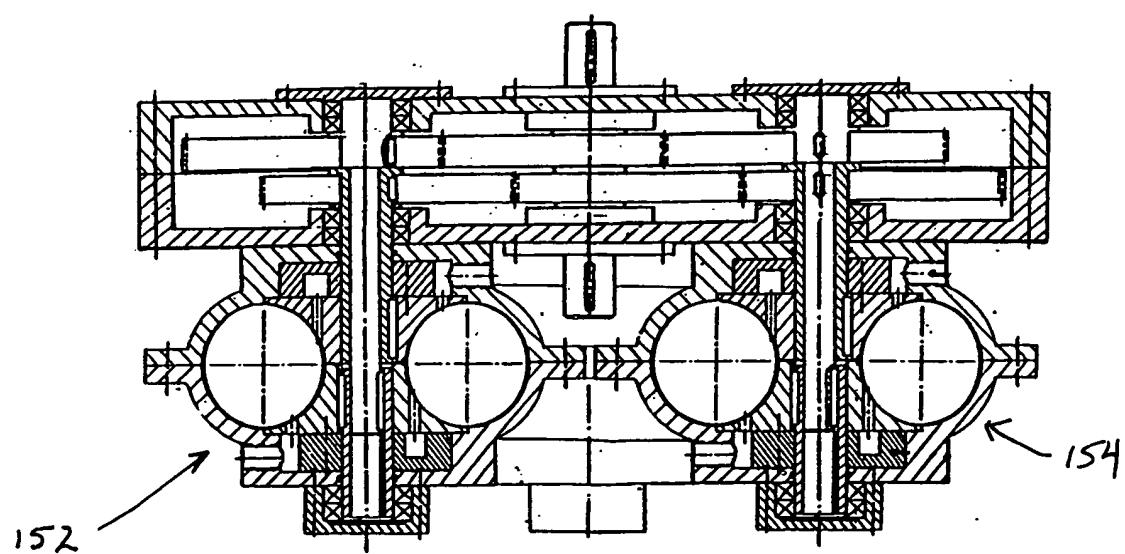


Fig. 18

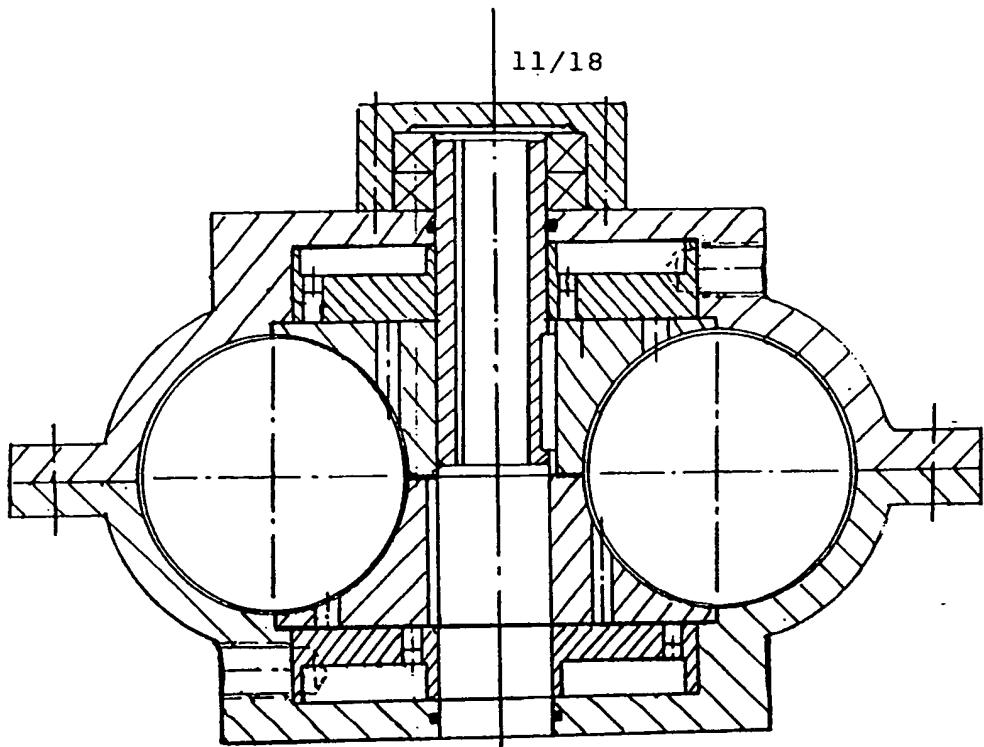


Fig. 19

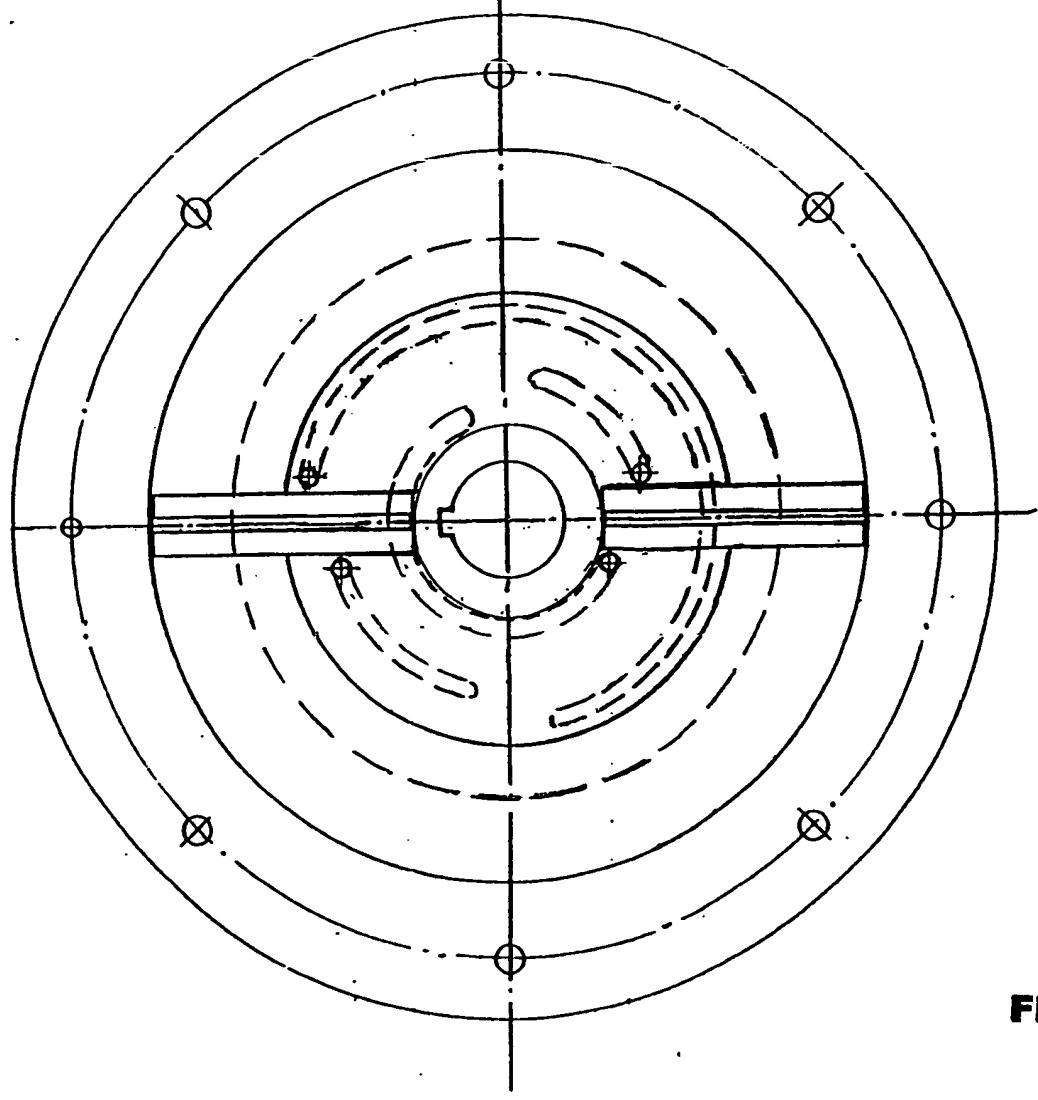


Fig. 20

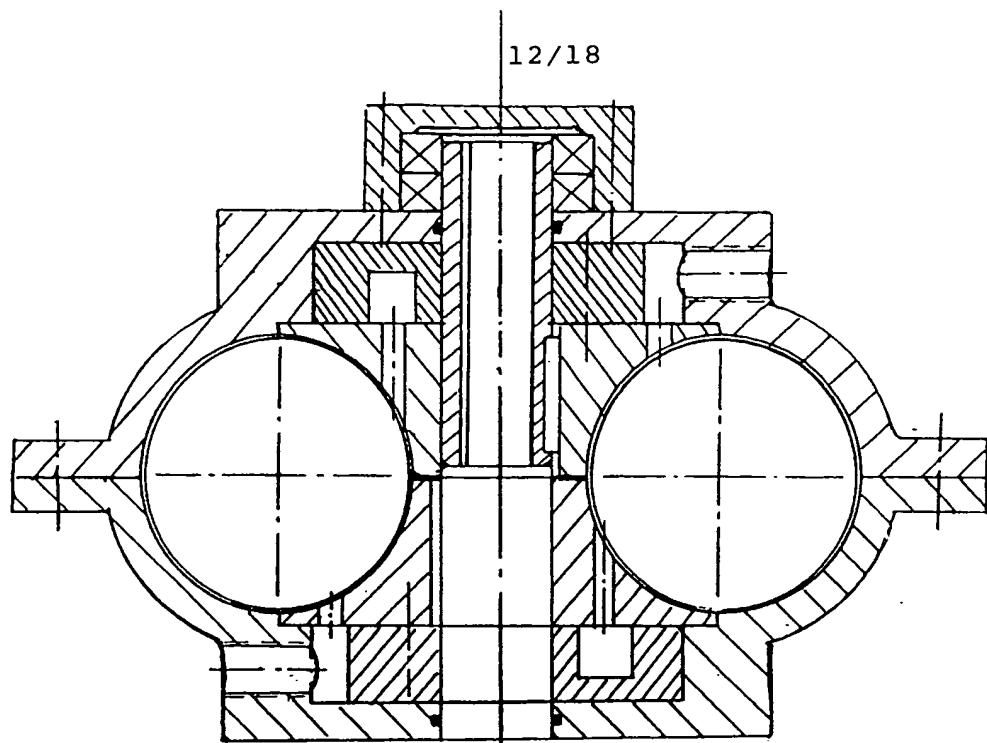


Fig. 21

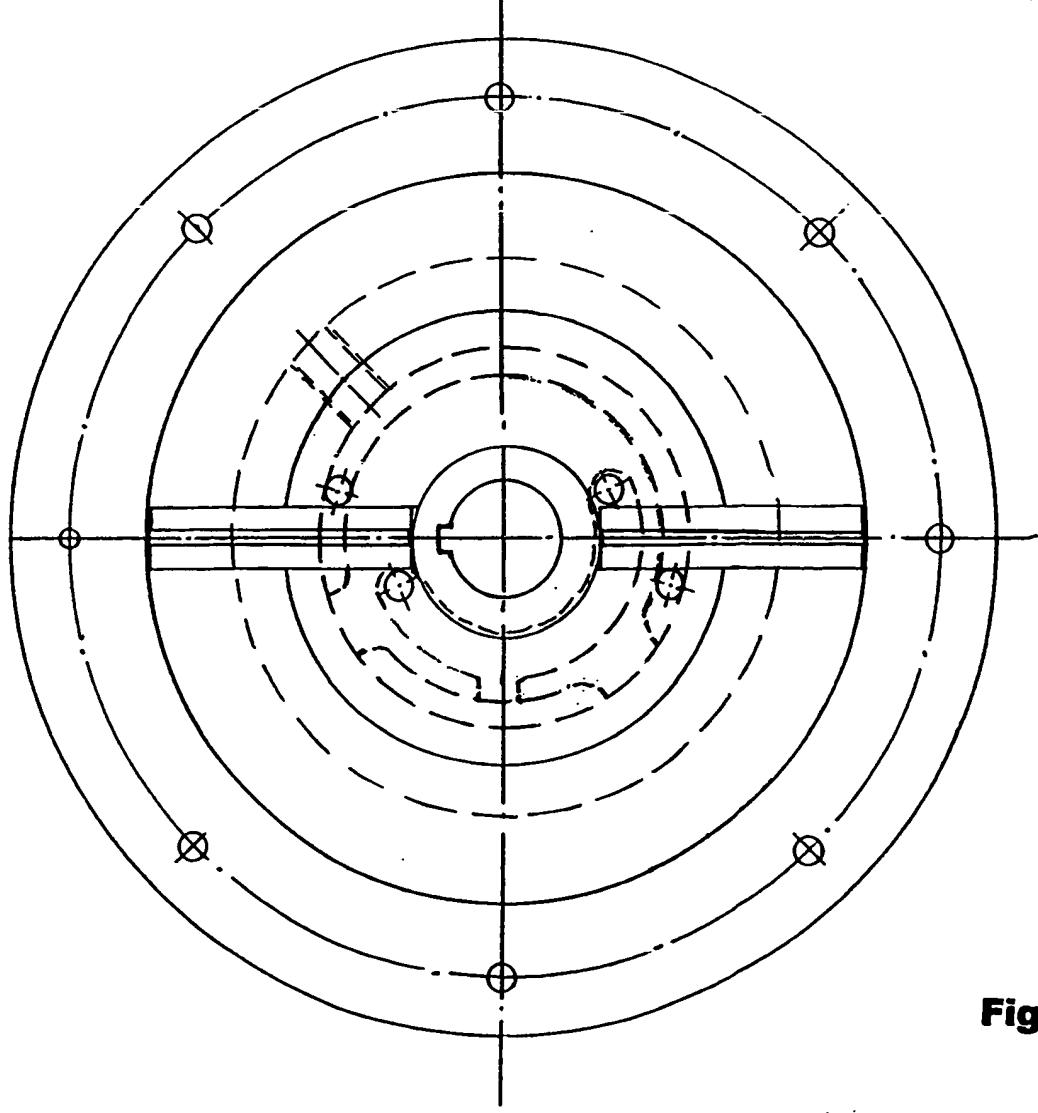
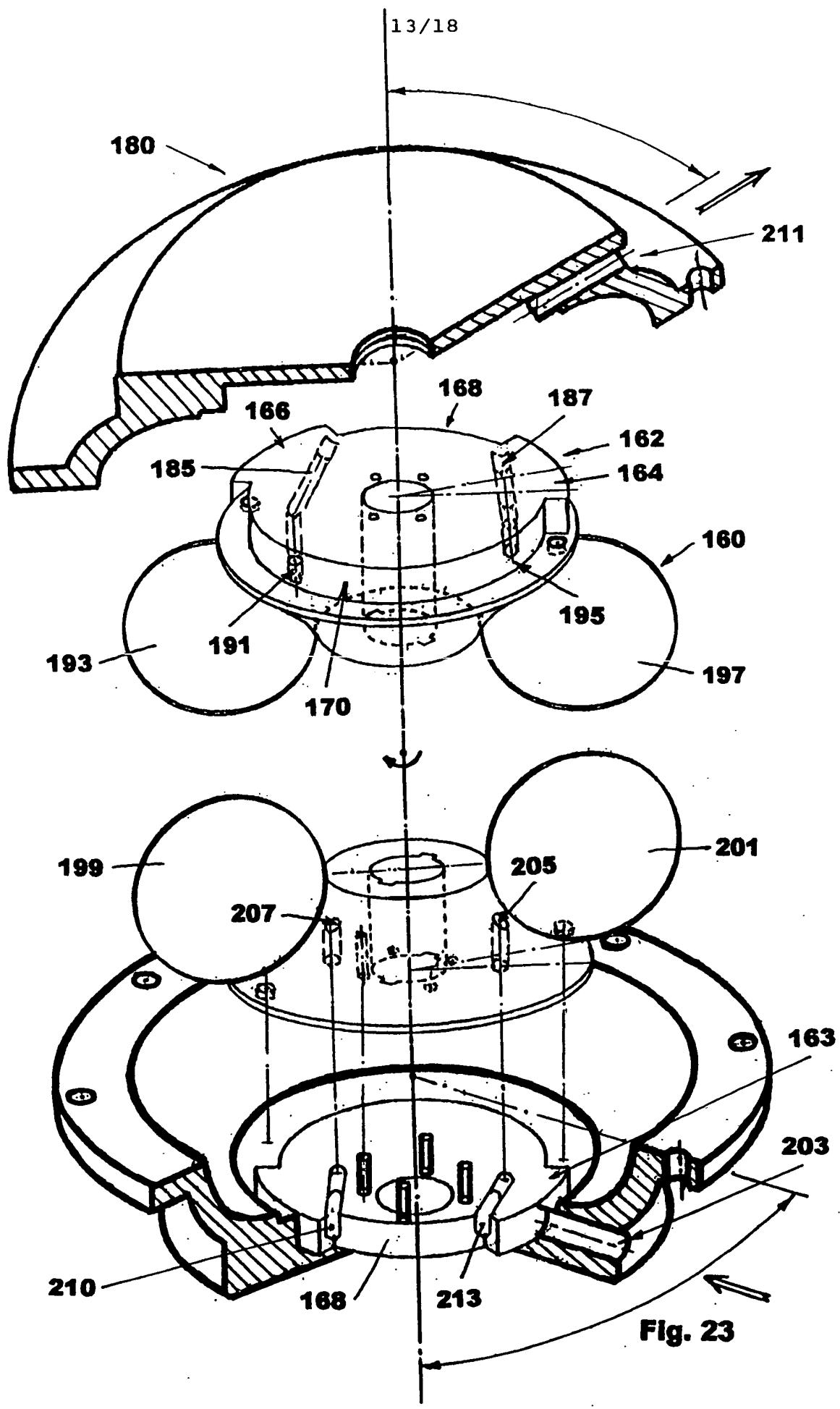


Fig. 22



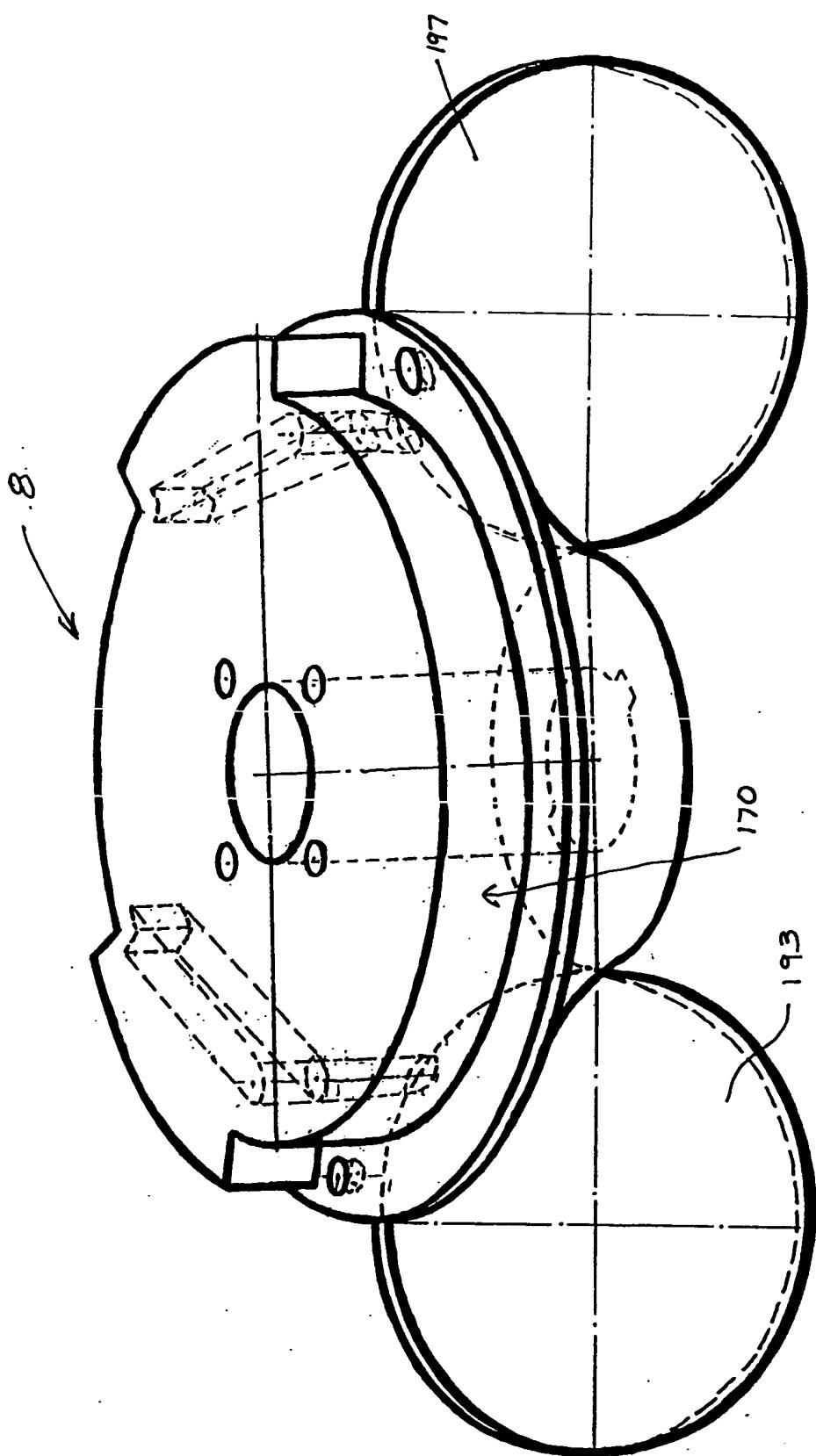


Fig. 24

Engine output shaft 0°

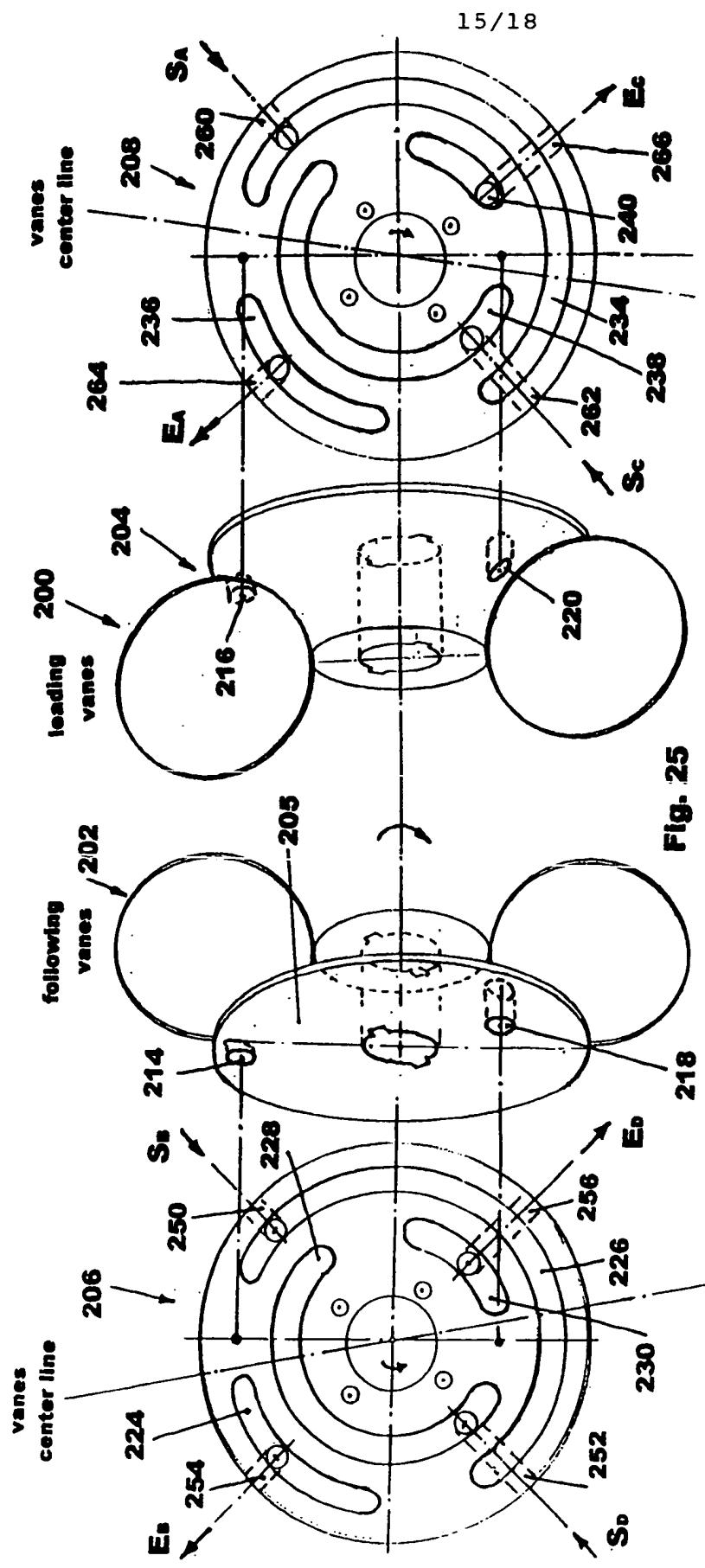


Fig. 25

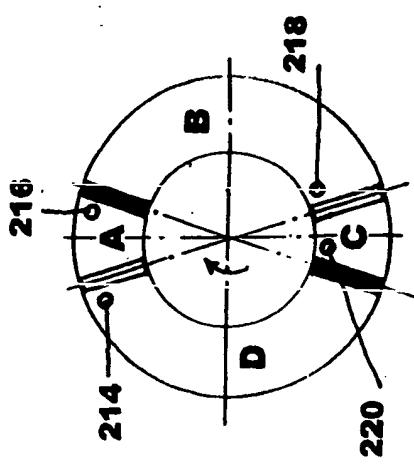


Fig. 26

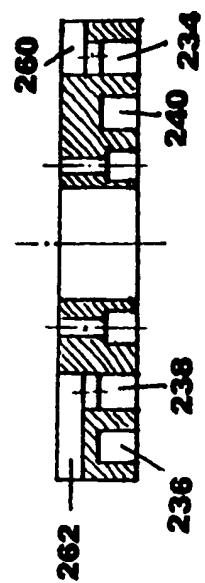


Fig. 27

Engine configuration with two engine units and third unit attached for compression (mixing air and fuel) purpose

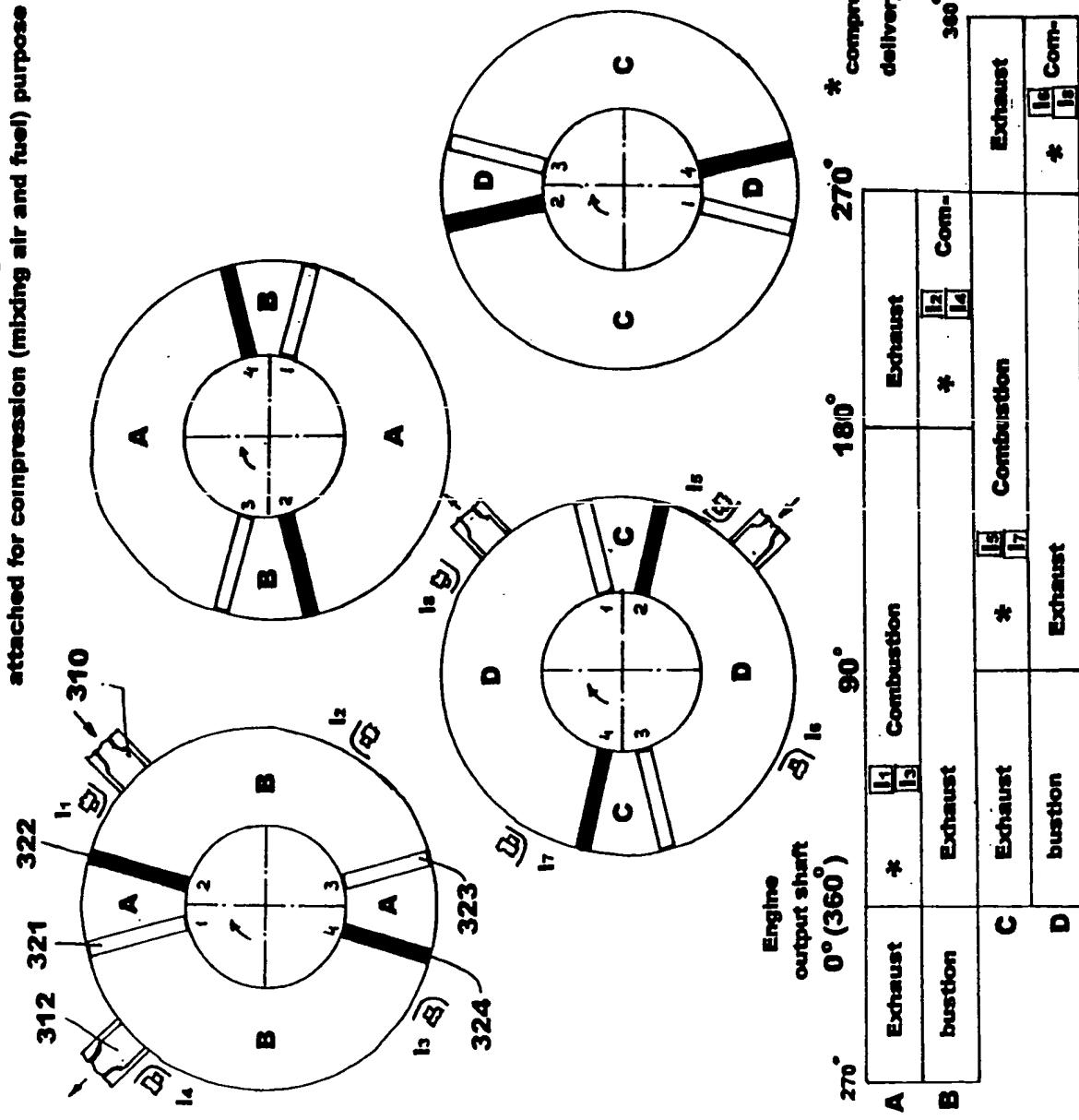
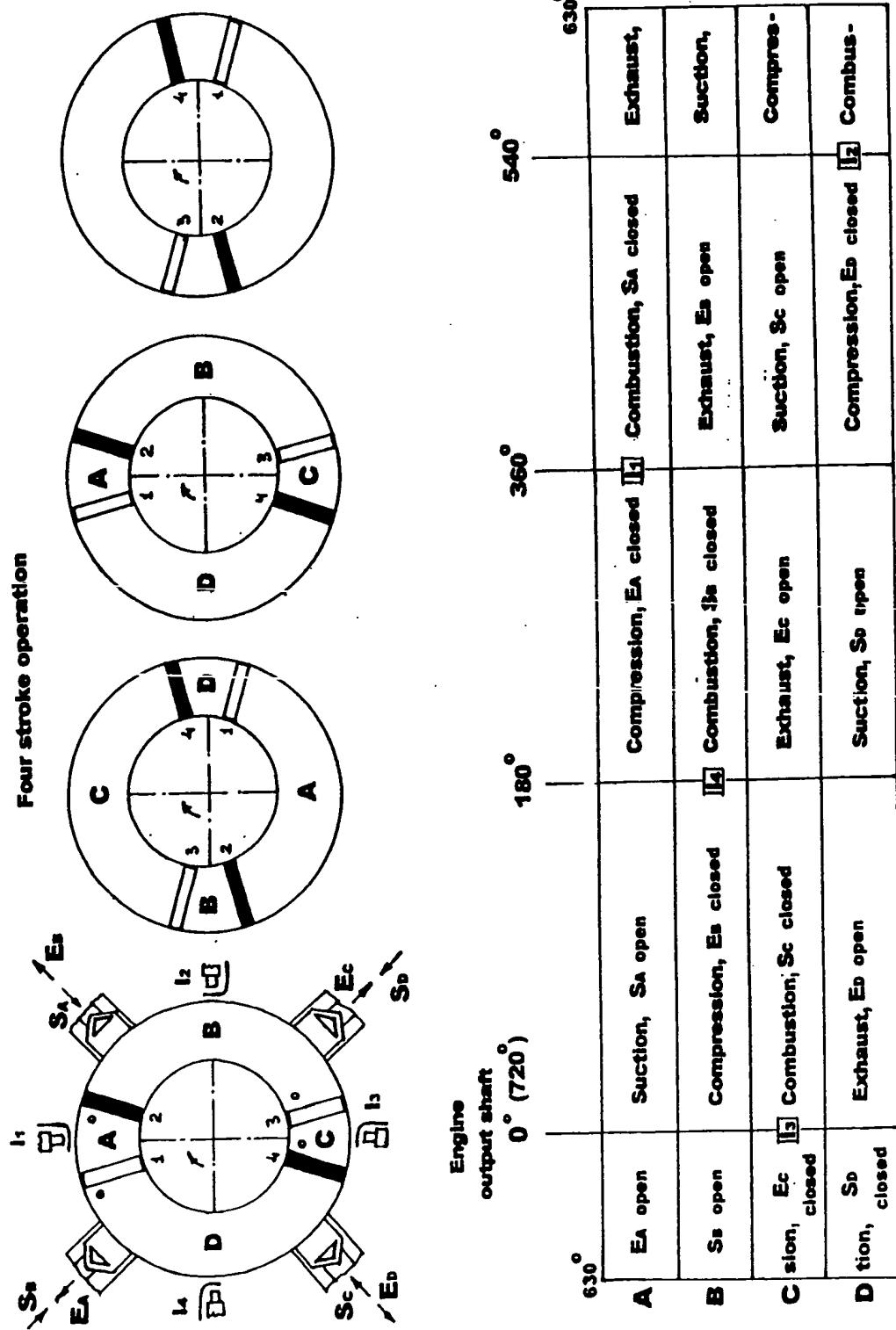


Fig. 23

**Fig. 29**

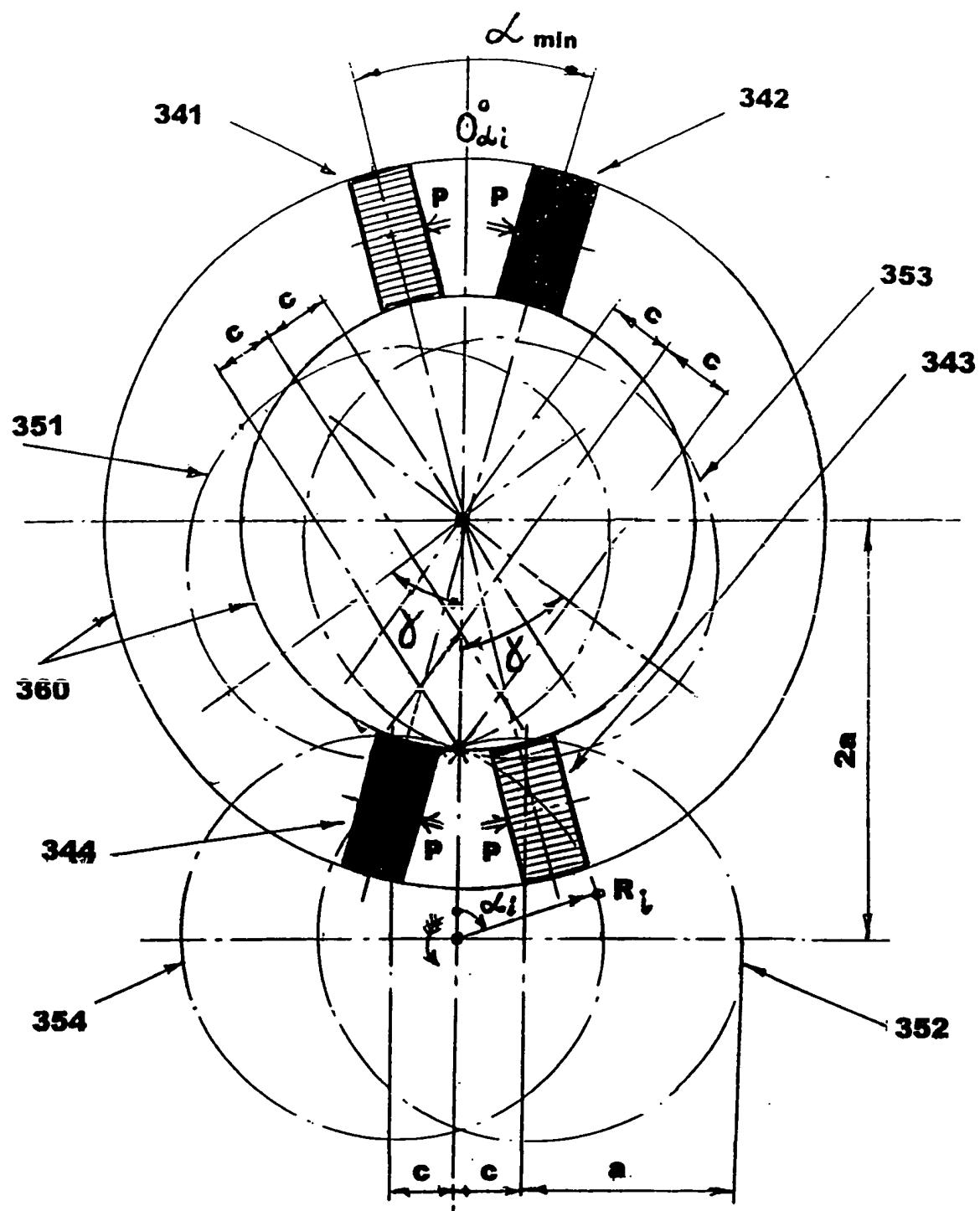


Fig. 30